



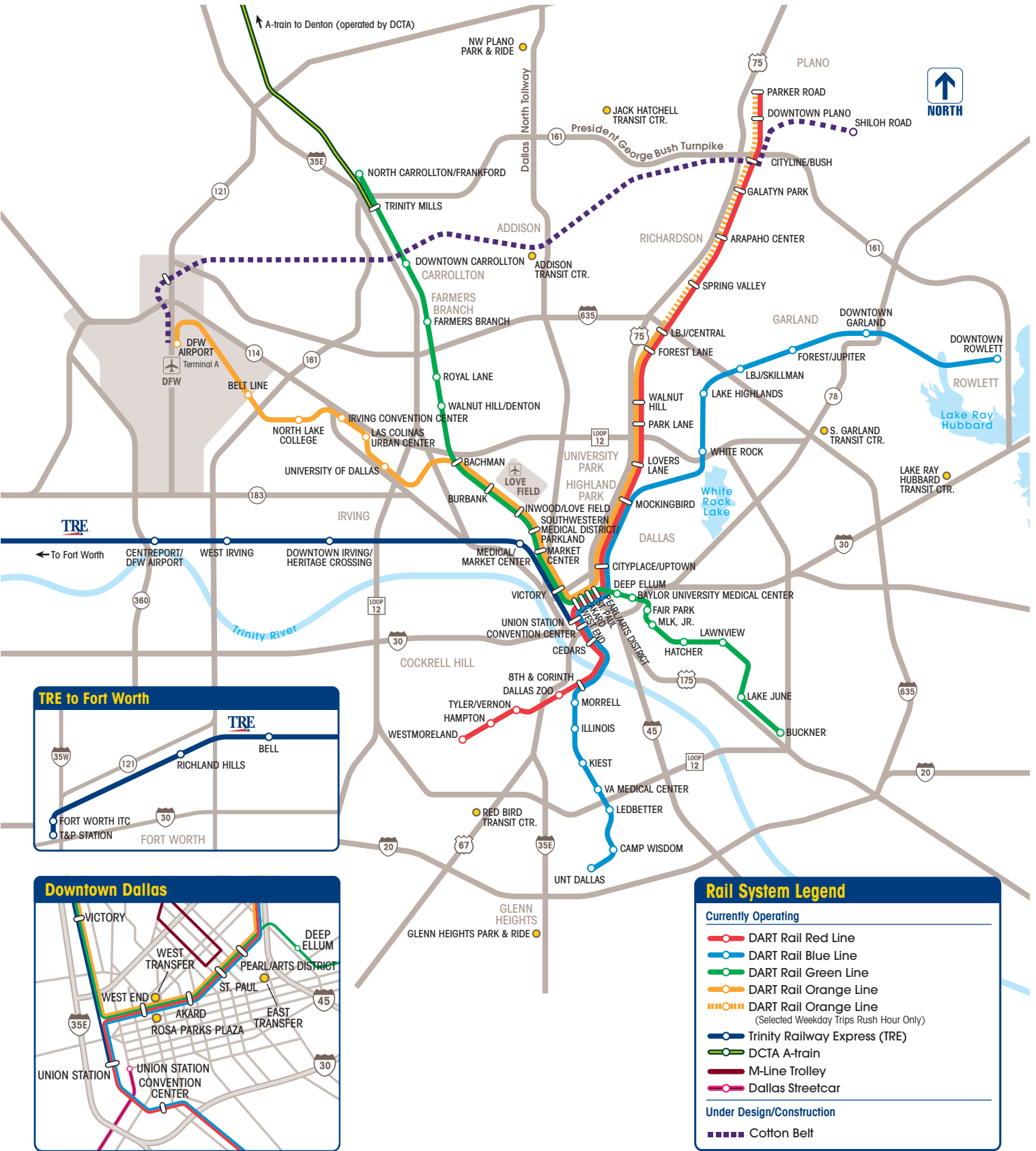
DALLAS AREA RAPID TRANSIT

Progress Report FY 2016



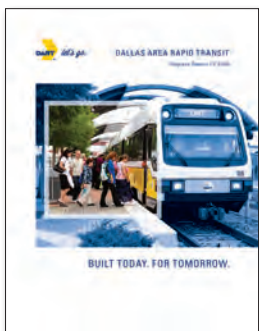
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DART CURRENT AND FUTURE SERVICES



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On the Cover:

In October, DART opened a three-mile extension of the Blue Line from a renovated Ledbetter Station to UNT Dallas Station, expanding transportation options in southern Dallas and improving access to the growing university campus.

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Planning Efforts Focus on the Future

Financial and system plans outline growth and maintenance



(Above) With the late-2016 arrival of 46 new coaches, which will be used primarily on Express routes, DART has replaced its entire fleet of buses with vehicles fueled by compressed natural gas.



(Left) DART prioritizes repairs to the existing infrastructure, such as the replacement of worn-out light rail tracks in Downtown Dallas.

For more than 30 years, DART has combined vision and prudence to become one of the largest and fastest-growing public transit systems in the country. DART's Transit System Plan and 20-Year Financial Plan provide the framework by which the agency balances the scope of projects with available funding.

DART updates its financial plan every year. The current Fiscal Year 2017 20-Year Financial Plan identifies funding for several key priorities for the agency, including:

- Implementation of bus service changes based on the Comprehensive Operations Analysis
- Platform extensions on the Red and Blue lines
- Expediting development of regional rail service on the Cotton Belt rail corridor
- Construction of D2: Dallas Central Business District Second Light Rail Alignment

Planning and prioritizing projects

The agency is updating its long-range transit system plan. Since DART's adoption of the 2030 Transit System Plan in 2006, the region has continued to experience rapid growth.

The 2040 Plan will focus on sustaining the DART System for current and future customers and provide a blueprint for projects and programs through 2040. Since regional growth trends and mobility needs extend beyond the DART Service Area, the 2040 Plan also will identify regional opportunities to expand transit and mobility choices.

Maintaining a state of good repair

DART has practiced key elements of transit asset management since it began in 1983. Board financial standards mandate that DART balance the expenses of operations, asset replacement and capital expansion with available revenues in the 20-Year Financial Plan. The financial standards also call for an asset condition assessment every five years.

The 20-Year Financial Plan includes over \$2.6 billion devoted to State of Good Repair asset maintenance and replacement, which constitutes almost 49 percent of the total 20-year capital expenditures.

DART worked diligently with the Federal Transit Administration, other key transportation authorities and the American Public Transportation Association to craft national guidelines for transit asset management practices. FTA now has published its Transit Asset Management Final Rule, based substantially on the best practices DART has employed.

The agency is developing a formal transit asset management plan and replacing its maintenance and project management systems.

Learn more:

DART.org/financialinformation
DART.org/2040

Cotton Belt Will Connect Cities, Airport

Rail service would bridge region

The shortest distance between two points now is authorized for development.

Rail riders traveling between Plano, Richardson, Addison, Carrollton, North Dallas and Dallas/Fort Worth International Airport will be able to bypass the trip through Downtown Dallas with completion of the Cotton Belt regional rail line, now scheduled to open in 2022.

DART owns 54 miles of right of way from north Fort Worth to downtown Wylie, which originally was owned by the St. Louis Southwestern Railway and commonly known as the Cotton Belt. The agency has long planned to develop regional rail service along

the 26-mile eastern portion of the corridor, but because of the 2008-09 recession, the agency deferred the project to after 2030.

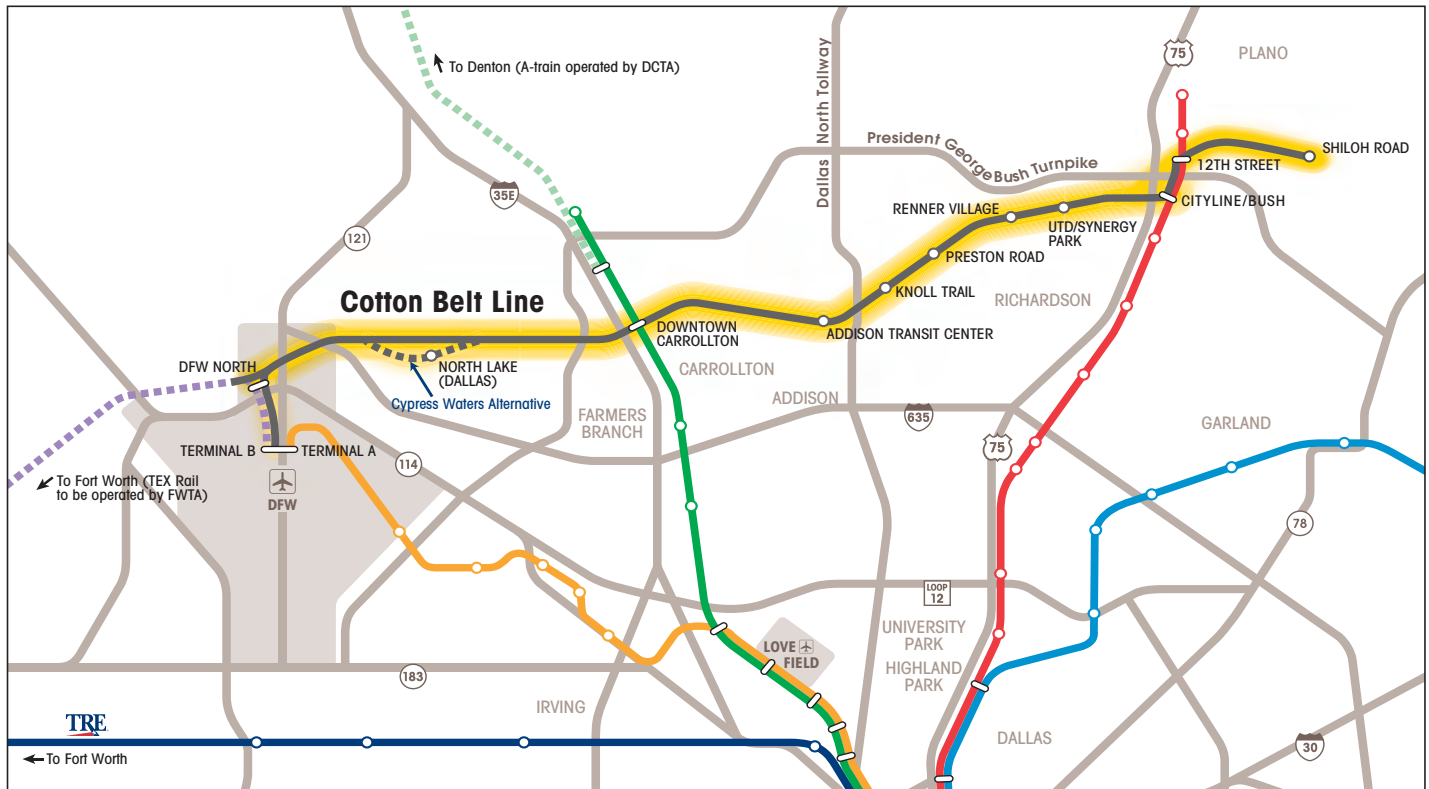
Cities and other stakeholders along the Cotton Belt asked DART to expedite the project. By identifying regional funding sources and reducing the scope, the agency has an opportunity to accelerate the schedule by more than 10 years. The plan is contingent upon federal funding and environmental clearance.

The east-west-oriented Cotton Belt will intersect stations along the Red, Green and Orange lines and provide long-awaited rail service to the town of Addison. Travelers on the Fort Worth Transportation Authority's TEX Rail commuter line will be able to connect to DART's Cotton Belt at DFW Airport.

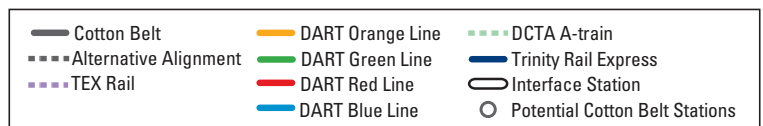
"We are very excited about the Cotton Belt project," Addison Mayor Todd Meier said. "It will help take our economic development boom to the next level, connecting us even more completely to our region and bringing us the transit part of our transit-oriented development for Addison Circle."

DART is pursuing a loan from the Federal Railroad Administration's Railroad Rehabilitation & Improvement Financing (RRIF) program to finance the project. If the agency can obtain a RRIF loan, it would come at a substantially lower interest rate than conventional tax-exempt debt.

Learn more:
DART.org/cottonbelt



DART is developing plans to expedite regional rail service on the eastern portion of its right of way along the Cotton Belt corridor.



Second Rail Alignment is Needed Downtown

D2 line will increase capacity, flexibility

In May 2013, a three-alarm fire broke out on the sixth floor of a 10-story building located along the downtown rail corridor across from West End Station. When the Dallas Fire Department ran hoses across the light rail tracks to better access the building, DART had to suspend downtown light rail operations.

The agency deployed bus shuttles while the fire was fought and cleaned up. For four hours, from late morning to just before afternoon rush, no trains could get in or out of downtown, affecting the entire light rail system.

All four DART Rail lines converge on a single set of tracks through the city's Central Business District. Although convenient and cost-effective, the design creates a bottleneck that impacts rail service – not just downtown, but throughout the 93-mile light rail network.

Adding a corridor

For the thousands of riders and employers who count on DART Rail to connect them to their destinations, traveling by train will become more reliable with the addition of the Dallas Central Business District Second Light Rail Alignment – or D2, as the new line is known.

D2 will enable DART to redistribute its four rail lines between two downtown rail corridors. If an incident or malfunction disrupts service along one alignment, some trains could be diverted to the other corridor to keep people moving.



The D2 project is a critical element of DART's efforts to add core capacity and expand access to light rail in the Downtown Dallas Central Business District.

Building D2 as a subway

The DART Board originally approved a plan to build D2 as primarily at-grade (street level or ground level) light rail. During the development phase, stakeholders told the agency that an underground transit solution makes the most sense for the Downtown Dallas community.

Now that D2 is being redesigned as a subway, the agency is refining the Locally Preferred Alternative (LPA) to reflect the most viable underground option. Building a subway changes the scope of the D2 project significantly: shifting the timeline, increasing the cost and adding complexity to both project development and engineering.

DART depends on federal funding to finance large capital planning projects like D2. To take advantage of current federal funding possibilities, the agency must solidify the new LPA route by June 2017 and submit a revised project plan to the Federal Transit Administration by September.

The agency is seeking funding for D2 from the Core Capacity category of FTA's Capital Investment Grant program. DART is advancing a program of interrelated projects that consists of D2, the platform extensions project and a central streetcar link in Downtown Dallas, which combined would add significant core capacity and enhance access to the DART System.

Learn more:
DART.org/D2

Platform Extensions Will Increase Capacity by 33%

Lengthening stations will allow longer trains on all lines

The Platform Extensions Project will extend and/or raise portions of the platforms at 28 Red Line and Blue Line stations to accommodate three-car trains, which will increase passenger capacity while maintaining train frequency.

DART built shorter platforms at the nonaerial stations on the Red and Blue lines located outside of downtown, which were all constructed before 2004. Since then, the agency has built new stations to the longer specification and lengthened the platforms downtown.

Constrained to two-car trains on Blue, Red and Orange line service, DART is limited to

moving 36 light rail vehicles per hour in each direction through downtown. With longer platforms, the agency could operate three-car trains on all rail lines, or 48 vehicles per hour – a 33 percent increase in capacity.

The Texas Department of Transportation has given the agency \$60 million for the project. Likewise, the Federal Transit Administration reallocated \$9.6 million in Capital Investment Grant funds from fiscal years 2014, 2015 and 2016 to DART for these extensions.

DART has requested \$49 million in Core Capacity Grant funding in the FY 2017 federal budget for this project. With congressional approval of this vital funding, DART can begin work in 2018 with completion by 2021.



Lengthening and/or modifying platforms at 28 original Red and Blue line stations will enable DART to operate longer trains on all lines during the busiest hours.

Dallas Streetcar Rolls into Bishop Arts District



The recent extension of the Dallas Streetcar is attracting new development and making it easier to take transit between the Bishop Arts District and Downtown Dallas.

Transit complements neighborhood's urban lifestyle

The Bishop Arts District is on a new track since DART and the city of Dallas opened the second phase of the Dallas Streetcar on Aug. 27.

Now the thriving shopping and nightlife district, which originally was built around trolley lines, has a streetcar stop for the first time since the 1950s. The entertainment destination – packed full of restaurants, galleries, taverns and boutiques – also is known for limited parking.

In April 2015, DART began service on the first phase of the city-owned Dallas Streetcar line, which was partly funded by \$26 million

in Federal Transit Administration TIGER grants. Dallas contracted with DART to design, build, operate and maintain the vehicles and system.

Pennsylvania-based Brookville Equipment Corp. manufactured the modern streetcars, which fit in with the pedestrian-friendly nature of the neighborhood.

DART currently is working with Dallas on the Central Streetcar Link, which will expand modern streetcar service from Union Station to the M-Line Trolley, linking places like the Kay Bailey Hutchison Convention Center and Omni Dallas Hotel with the Downtown Dallas Central Business District and Uptown.

Learn more:
DART.org/dallasstreetcar

Partnerships Expand Transportation Options

Customers can pair private services with public transit

To solve transportation challenges creatively, DART has formed public-private partnerships with several companies to help people get where they want to go.

Toyota grant subsidizes Collin County taxi service

When Texoma Area Paratransit Service stopped operating in Allen, Fairview and Wylie in late 2015, some senior citizens and people living with a disability were left to find other ways to get to medical appointments and run errands.

With money provided by the cities and an emergency 90-day grant from the North Central Texas Council of Governments (NCTCOG), DART began administering interim service on Feb. 29, 2016, via its paratransit contractor, MV Transportation, Inc. MV used dedicated DART-owned vans and dedicated drivers.

Learning of the earlier service shutdown, Toyota Motor North America, Inc. – which is relocating its headquarters to West Plano – announced a \$1 million grant to continue service after the initial period.

In October 2016, DART moved to a taxi-based service to reduce operating costs. The service, rebranded Collin County Rides (CCR), is available to eligible registrants in the three cities, who can travel to or from any location within Collin County and the Downtown Rowlett Station.

Beyond subsidizing service, the Toyota grant has made possible technological fine-tuning, future program growth, transportation innovation and transit planning for Collin County.



Eligible residents in Allen, Fairview and Wylie can use DART's Collin County Rides taxi service to reach medical appointments, run errands or access the DART System.

Ride and car sharing make transit viable

Following a successful trial in 2015, DART continues to expand its relationships with ride-sharing services Uber and Lyft. In conjunction with DART, these services solve the first- and last-mile transportation to buses and trains.

"If we are going to persuade more people to ride public transportation, we must consider the entire trip and not just DART's part," DART President/Executive Director Gary Thomas said.

DART also has partnered with Zipcar to bring self-service, on-demand car sharing access to transit riders. Zipcar leases parking spaces at the Mockingbird and Inwood/Love Field stations.

To make trip planning easier, customers can access the Uber, Lyft and Zipcar apps through DART's free GoPass mobile-ticketing app.



DART riders can connect to Zipcars located at the Mockingbird and Inwood/Love Field stations to drive to places not easily reached by transit.

Learn more:
DART.org/CCR

Transit Drives Local Economic Boom

UNT study illustrates impact on cities, region



DART Rail has catalyzed growth at CityLine/ Bush Station. The massive CityLine development, anchored by State Farm's regional hub, sits adjacent to the station.

Transit-oriented development (TOD) is breathing energy into the cities served by DART. From Richardson to Irving and beyond, DART is fueling a new lifestyle with real dividends.

A recent study confirms it: More than \$7 billion in economic activity is being generated by projects completed or planned near DART Rail stations between 2014 and 2015, according to the Economics Research Group at the University of North Texas. A 2014 study from UNT identified \$5.3 billion in transit-oriented development near DART Rail stations between 1996 and 2013.

By contrast, the entire 93-mile light rail system was built at a cost of \$5.5 billion.

The regional economic benefit takes many forms. The new 2014-2015 activity could create more than 43,000 jobs – resulting in nearly \$3 billion in wages, salaries and benefits.

Further, the projects completed or under construction during the two-year study period already have generated \$69 million in state and local tax revenue. The study predicts potential spending for planned or proposed developments could produce another \$160 million in state and local tax revenue.

“Increased property values and the revenues generated from that are ways Dallas and the other DART cities are benefiting from our investment,” Dallas Mayor Mike Rawlings said.

“DART has created new connections to attract developers to fertile areas for investment. We see that transformation in all parts of our city and are excited to see what’s next.”

In North Texas, TOD has meant new mixed-use developments, a revitalized Downtown Dallas and reborn suburban downtown districts. Corporate campuses also are strategically locating next to DART Rail.

“The investment and development activity around DART stations proves the wisdom of regional leaders in building a regional transit network,” said Michael Carroll, Ph.D., director of the UNT Economics Research Group team.

Learn more:
DART.org/economicdevelopment

Rail Fuels Transit-Oriented Development

North Texas cities see benefits of DART investment

More than 7,000 jobs and over \$1 billion in investment: this is the potential impact of just one transit-oriented development project in Irving.

Hidden Ridge is being developed, in part, by Verizon, a Fortune 500 company employing about 2,000 people at its existing campus. The Irving City Council approved rezoning an adjacent 110-acre property in April 2016.

That decision is paving the way for an expansive mixed-used development that the city expects will add more than 3 million square feet of office space, 1,200 residential units, a high-rise hotel and 85,000 square feet of retail and restaurant space.

Pioneer Natural Resources plans to develop a 750,000-square-foot headquarters on 35 acres in the development. The company expects to break ground this spring, eventually relocating 1,090 staff members and hiring an additional 320 people.

A signature piece of the Hidden Ridge project will be a new DART station, Carpenter Ranch.

The Hidden Ridge project is expected to be fully built by 2025. Irving City Councilman and former DART Board Chairman John Danish said rail continues to deliver high energy and tremendous interest in his city.

“Irving was founded in 1903 as a railroad station, and still today, rail continues to drive much of Irving’s growth,” Danish said. “Everywhere you look in Irving, and particularly in Las Colinas along the DART corridor, you see cranes and construction.”



(Above) Plans for Verizon’s Hidden Ridge development include more than 3 million square feet of office space, 85,000 square feet of retail, a full-service hotel, residential apartments and homes.



(Left) During Orange Line construction, DART built infrastructure for the future Carpenter Ranch Station that will service the Hidden Ridge area.

State Farm anchors CityLine project

In Richardson, the \$1.5 billion CityLine project continues to grow. This dynamic mixed-use development features restaurants, entertainment and retail space. It also is home to the State Farm complex, which occupies about 2 million square feet of leased space and employs some 8,000 people.

“State Farm chose this area for its regional hub because of the benefits it provides to the company, our current and future

employees and our customers,” spokesman Chris Pilcic said. “We know many new hires appreciate having multiple transportation options. We have a number of employees utilizing DART to get to work and we suspect more will use transit options in the future.”

Nearly 30,000 people live or work in the CityLine development.

Revitalization reshapes Downtown Garland

Garland continues to attract more people and businesses to its downtown area and to improve the quality of life for residents.

The city is working on the next phase of mixed-use development through a partnership with Oaks Properties, taking advantage of the proximity to Downtown Garland Station. The City Center project will add 153 apartment units next to City Hall to the 188 existing units built in 2009 at Oaks 5th Street Crossing.

“The arrival of the DART Blue Line in Downtown Garland in 2002 helped spark new life into our city’s core with transit-oriented development, increased visibility of our arts venues and historic assets, and new eateries and nightspots in downtown,” Garland Mayor Pro Tem Scott LeMay said.



The city-owned Patty Granville Arts Center and Oaks Properties’ 5th Street Crossing apartments launched the development taking place near Downtown Garland Station.



The Village of Rowlett is a mixed-use development under construction one block from Downtown Rowlett Station and will include housing, retail and the municipal library.

Village of Rowlett will add housing, retail downtown

Progress continues on the \$30 million Village of Rowlett project that will introduce a mix of residential, retail and commercial development.

“Rowlett is successfully creating the sustainable, energized and walkable downtown our community has long envisioned,” Rowlett Mayor Todd Gottel said. “Downtown Rowlett Station is very much a part of this vision and is a key element in attracting quality development.”

New Stations Make College More Accessible

Transit helps reduce commuting costs



(Above) UT Dallas and DART recently renewed their Comet Cruiser shuttle agreement, with routes that connect the campus to CityLine/Bush Station and the community.

(Left) Eligible DCCCD students can receive a free local DART GoPass, which will reduce the transportation barrier for many people wanting to advance their education.

DART has a bus stop or rail station within walking distance of more than 30 trade schools, colleges and universities, making it possible to progress from community college to a doctoral degree without owning a car.

DCCCD offers free GoPass

Student success is a priority for the Dallas County Community College District. The DCCCD Board of Trustees approved \$1.2 million to provide free local DART passes for eligible students at all DCCCD colleges, beginning with the Spring 2017 semester.

“Transportation is a big barrier for many of our students, and our partnership with DART to provide a Student GoPass to those who are eligible is one way to remove that obstacle,” said Dr. Joe May, DCCCD chancellor. “We know that removing barriers gives students a chance to go to college, earn a credential and start a career.”

Several other colleges participate in DART’s Higher Education Pass Program, including Southern Methodist University,

The University of Texas at Dallas, UNT Dallas College of Law and The University of Texas Southwestern Medical Center.

UNT Dallas incorporates DART Rail into campus

In October 2016, DART opened UNT Dallas Station on the Blue Line, giving students an easier way to reach campus by transit. During the design phase, the agency conferred with officials at the University of North Texas at Dallas to ensure that the new station complemented the growing campus’s master plan.

In July, UNT Dallas broke ground on its first residence hall, which is scheduled to open this fall. Students who live on campus will be able to use DART to run errands, reach jobs or explore the area without a car.

UT Dallas shuttle connects campus to community

At The University of Texas at Dallas, located in Richardson, the Comet Cruiser Route 883 connects the campus to the rest of the DART System via CityLine/Bush Station,

as well as to nearby apartments and shopping destinations. Public transit is a lifeline for many students who don’t have vehicles. And for faculty, staff and students looking to reduce commuting costs, the shuttles create a viable travel alternative.

“As we examined the infrastructure of our rapidly growing university, we decided to take a multimodal approach to transportation and parking,” said Dr. Calvin D. Jamison, UT Dallas vice president for administration. “I think we’ve created a positive, comprehensive model of how to use public transit to move individuals on and off an urban college campus.”

DART also has shuttle partnerships with SMU and UT Southwestern.

Learn more:
DART.org/collegepass
DART.org/students

Riders Influence Bus Route Changes

Review process evaluates effectiveness of bus system



Garland resident Bradley Smith decided several years ago not to own a car, but that doesn't keep him from getting to the job he loves in Las Colinas.

"I prefer not to own a vehicle, so I live where I know DART service is available," Smith said.

Smith takes Bus Route 283 from Garland to Downtown Dallas. From there, he catches the Orange Line to Irving Convention Center Station. He walks or bikes the remaining few blocks to his job.

According to Rob Smith, DART's assistant vice president for service planning and development, the agency considers riders like Bradley when evaluating the overall effectiveness of its bus system. Geography, demographics and regulatory considerations factor in as well.

"We make it a priority to ensure that service changes do not disproportionately affect lower-income and minority communities," Rob Smith said.

DART has begun implementing service changes based on the Comprehensive Operations Analysis of the bus network to ensure that bus routes go where customers need them most.



DART has just completed a two-year evaluation of all bus services. The purpose of the Comprehensive Operations Analysis was to:

- determine effectiveness of all bus routes
- improve route ridership and productivity
- increase route and system efficiency

"Service planning is an art, not a science. It's important that our routes reflect the needs of all of our riders," Smith said.

Some changes recommended by the COA were implemented in 2016. For example, Bus Route 385, which previously circulated between the Lake Ray Hubbard Transit Center and a major retailer located at I-30 and Chaha Road, now connects with the Downtown Rowlett Station. Baylor Scott & White Medical Center-Lake Pointe in Rowlett, which previously had only on-call service, now is served by Bus Route 887.

Other changes resulting from the COA will be phased in throughout 2017 and beyond.

Technology Engages Customers, Improves Travel Experience

DART innovates for next-level service

Solar-powered bus shelters, touchscreen kiosk trip-planning and mobile ride-sharing integration are some of the technological advances that will help riders reach their destinations safely and efficiently.

GoPass app to expand car-sharing integration

Plan a trip. Purchase a transit pass. Summon a driver for the last leg of a journey – all without leaving the GoPass app. That soon will be possible, thanks to a \$1.2 million grant to DART from the Federal Transit Administration.

DART will use this grant to more fully integrate ride-sharing services into its GoPass ticketing app. The free app, which was introduced in September 2013, has been downloaded more than 500,000 times.

“This grant will allow us to provide more seamless integration with companies like Uber, Lyft and Zipcar, making our app that much more powerful,” DART Chief Financial Officer David Leininger said.

The grant is from FTA’s Mobility on Demand Sandbox Demonstration Program. This program is part of a larger research effort to support transit agencies and communities as they integrate new mobility tools like smartphone apps, bike and car sharing, and demand-responsive bus and van services.

A small fleet of zero-emission, all-electric Proterra EV buses will be used on the D-Link downtown circulator route when they arrive later in 2017.



DART is developing the next generation of its GoPass mobile ticketing app, which not only will connect customers to ride-sharing services, but allow them to pay for those trips, too.

Electric buses make for cleaner air

Soon, North Texans will see a different kind of bus on the streets of Dallas. DART is awaiting delivery of seven all-electric Proterra EV buses. The agency received a \$7.6 million grant from FTA’s Low or No Emission Vehicle Deployment Program to purchase the vehicles and the infrastructure to charge and maintain them.

The electric buses are slated to be used on D-Link, a route that connects arts, dining, cultural and entertainment destinations in Downtown Dallas and surrounding districts.

The Proterra EV buses, which should arrive in 2017, will join the electric light rail trains as zero-emission vehicles in DART’s transit fleet. The electric battery technology is similar to that used on the Dallas Streetcar.





DART is working with its vendor to test an advanced version of its solar-powered bus shelter that features digital signs with bus arrival times, lighted windscreen signs and security cameras.

Bus shelters enhance customer communications

DART is testing an innovative shelter design with added communications for bus customers. The agency has deployed three so far as a pilot program: one in southern Dallas, one in northern Dallas and a third in Irving.

“We targeted high-traffic areas to test the enhanced bus shelters,” said Jennifer Jones, DART planning and development project manager II. “We’ve gotten a lot of positive feedback from our customers and will continue to evaluate other areas that may be a good fit.”

These shelters maximize the use of solar power. Electronic signage lets customers know the estimated arrival time of their bus without having to use their smartphone or call customer service. Security cameras add a safety feature. The shelters even have back-lit signs, which offer the potential for advertising revenue.



A touch-screen kiosk at Dallas Love Field airport helps travelers plan trips using DART services.

Touchscreen map connects travelers to transit

Passengers can figure out the best way to their destination with a new interactive kiosk near baggage claim at Dallas Love Field airport. DART worked with CHK America to develop the kiosk.

“This intuitive touchscreen technology makes it easier for our customers to explore their transit options and choose the mode or modes of transportation that best suits their needs,” said Nevin Grinnell, DART vice president and chief marketing officer.

Solar power illuminates bus stops

DART has more than 60 solar-powered LED-lit bus stops located in areas with limited ambient light, good ridership and safety concerns. The agency hopes to install more solar lights at stops to better draw the bus operators’ attention.

In the Bishop Arts District, DART installed a more advanced version. Called the Bright-Up PV-Stop, the solar-powered light is located at a bus stop in a well-shaded spot along Route 723 Bishop Arts Service. The Bright-Up unit improves security with dusk-to-dawn lighting as well as a flashing beacon for stop recognition.



In the Bishop Arts District, a solar-powered light tops the bus stop pole to brighten the area and draw the bus operator’s attention to waiting customers.

Light Rail Expands in Southern Dallas

Blue Line extension brings new opportunities

As single-family neighborhoods and vacant land entice redevelopment, southern Dallas is emerging as an opportune destination for transit-focused economic growth.

DART paved the way to new destinations and opportunities on Oct. 24 with a three-mile extension of the Blue Line farther into South Oak Cliff. Two new stations at Camp Wisdom and UNT Dallas, as well as an updated Ledbetter Station, make the community more accessible.

“This extension goes to a part of our community that is in need of more transportation choices,” DART President/Executive Director Gary Thomas said. “Residents along this section of the line gain improved access to the region.”

Connecting higher education

The Blue Line extension brings light rail to a sector of Dallas known as the Education Corridor, enabling more people to discover the academic programs offered at the University of North Texas at Dallas, Paul Quinn College and Cedar Valley College.



“Mobility matters to college students,” UNT System Chancellor Lee Jackson said. “Rail lines don’t move after they open, and students can make their plans to commute to campus, save money and study while riding, knowing that the service will be there no matter how long their student days last.”

Helping Dallas grow south

Time and again, DART proves that public transit is more than moving people. DART transforms communities.

The Blue Line extension empowers residents of southern Dallas and nearby cities to explore the employment, housing, health care and entertainment destinations accessible by DART.

“When you build a rail system, as we have done here in Dallas, neighborhoods stabilize,” U.S. Rep. Eddie Bernice Johnson said at a ribbon-breaking ceremony.

“When people have a way to get to work and back home at a reasonable cost, they can be stable. And the advantage of that is crime goes down, families are more stabilized, and children don’t have to move from school to school.”

City and community leaders are optimistic that the combination of available land and improved transportation options will make the area attractive to investors.

“Southern Dallas is our city’s greatest opportunity for growth,” Mayor Mike Rawlings said. “That’s not just because of the inventory of land available for development, but also the quality of the people who live, work and learn there. This DART extension is a critical piece of the city’s vision.”

Learn more:
[DART.org/SOC3](https://www.dart.org/SOC3)



The new UNT Dallas (left) and Camp Wisdom (above) stations give residents of southern Dallas improved access to the DART System and establish anchors for future development.

Agencies Partner to Implement Positive Train Control

DART and FWTa divide efforts for the Trinity Railway Express



Since the commuter rail line shares track with other railroads, DART and FWTa must install a positive train control system on the Trinity Railway Express corridor that is capable of preventing collisions and derailments.



Congress passed the Rail Safety Improvement Act of 2008, as amended, which requires Class 1 and commuter railroads to implement positive train control (PTC) systems by the federally mandated deadline of Dec. 31, 2018.

DART and the Fort Worth Transportation Authority (FWTA) jointly own the Trinity Railway Express. The TRE shares a 34-mile corridor with Amtrak and freight railroads, including BNSF, DGNO, FW&W and Union Pacific. The two transit agencies have selected the I-ETMS PTC technology that is designed to be interoperable with all of the TRE's tenant railroads.

PTC technology is capable of automatically controlling train speeds and movements.

PTC system design requirements include prevention of:

- train-to-train collisions
- overspeed derailments
- incursions into established work zone limits
- movement of a train through a main line switch in the wrong position

DART is obtaining the required radio spectrum, purchasing the radios and installing the fiber-optic line along the TRE route between Union Station in Dallas and the T&P Station in Fort Worth. FWTA is responsible for the design and installation of the dispatch and back-office systems, equipment installations on the trains and wayside units, systems integration and TEX Rail-specific items.



Where Public Transportation Goes, Community Grows

Here's what service-area city officials say about DART's impact on their communities.



"We are very excited about the Cotton Belt project. It will help take our economic development boom to the next level, connecting us even more completely to our region and bringing us the transit part of our transit-oriented development for Addison Circle."

Addison Mayor Todd Meier



"DART's Green Line to Downtown Carrollton provides fundamental support for our developmental initiatives. The light rail becomes especially useful during large-scale events, such as our Festival at the Switchyard, and helps to meet the goal of merging Carrollton's past and present."

Carrollton Mayor Matthew Marchant



DART service in our community connects our residents to jobs, education, medical services and entertainment throughout the region – affordably, conveniently and reliably. It's more than infrastructure; our investment in DART is a long-term investment in our city's vitality.

Cockrell Hill Mayor Luis D. Carrera



"Increased property values and the revenues generated from that are ways Dallas and the other DART cities are benefiting from our investment. DART has created new connections to attract developers to fertile areas for investment. We see that transformation in all parts of our city and are excited to see what's next."

Dallas Mayor Mike Rawlings



"The sky is the limit when it comes to projects in and around Farmers Branch Station on the Green Line. Mustang Station, a multifamily housing development, has completed the first phase and is ready to start on the second. Nearby, 29 patio homes have been built and sold in the station area. We've opened a the new Farmers Branch Market directly adjacent to the platform. The DART station is a powerful center of activity that will be a huge boost for Farmers Branch."

Farmers Branch Mayor Bob Phelps



"The arrival of DART's Blue Line in Downtown Garland in 2002 helped spark new life into our city's core with transit-oriented development, increased visibility of our arts venues and historic assets, and new eateries and nightspots in downtown. Our Forest/Jupiter Station also is serving as a catalyst for future development opportunities. Garland's roots first developed because of the railroad. It's only fitting that our growth toward the future should be inspired by rail traffic, too!"

Garland Mayor Pro Tem Scott LeMay



Since DART's inception in 1983, the city of Glenn Heights has enjoyed a strong partnership with DART. As the only city south of Dallas offering DART services, we are proud to meet the transportation needs of our citizens. The recently introduced Blue Line extension is a solid attraction for the city moving forward and we are optimistic that we will see improved levels of customer service.

Glenn Heights Mayor Leon P. Tate



"Proactively meeting today's divergent needs of its member cities while giving visionary care toward expanding its transportation system are integral components of DART's success into the future."

Highland Park Mayor Joel T. Williams III



"Everywhere you look in Irving, and particularly in Las Colinas along the DART corridor, you see cranes and construction. Transit-oriented development, when complete, will deliver 23 projects that include 15,000 residential units and nearly 11 million square feet of retail and office space. Additionally, we have much more construction planned along the DART and TRE lines in Irving. So, more than a century after the city's founding as a rail station, rail continues to deliver high energy and tremendous interest."

Irving City Councilman John Danish



"DART drives the pulse of Downtown Plano and has ignited a true renaissance. As a result, downtown has emerged as a vibrant destination for shopping, dining and cultural art experiences. The energy is palpable every time the train approaches Downtown Plano Station and you hear the bells and see the lights at the crossing."

Plano Mayor Harry LaRosiliere



"In July 2002, Richardson became the first city outside of Dallas to welcome DART Light Rail and today our community benefits from four stations. Since then, access to DART has had a tremendous and positive impact on our community, spurring transit-oriented developments such as the \$1.5 billion CityLine project. Through such developments, light rail clearly has helped bring quality jobs, attracted new dining, shopping and entertainment venues, contributed significantly to the city's tax base and fostered dynamic, walkable neighborhoods that enhance Richardson's overall quality of life."

Richardson Mayor Paul Voelker



"Rowlett is successfully creating the sustainable, energized and walkable downtown our community has long envisioned. Downtown Rowlett Station is very much a part of this vision and is a key element in attracting quality development. For example, Bankhead Brewing Co. opened a new restaurant with an amazing outdoor patio next to Rowlett's downtown water tower. The \$34 million mixed-use Village of Rowlett project, which also will house the Rowlett Library when completed in 2017, can be directly attributed to the availability of DART Light Rail!"

Rowlett Mayor Todd Gattel



"With a constant focus on improving mobility throughout North Texas, DART and its member-city partners are integral components of the region's overall efforts to sustain area infrastructure, spur economic growth and cultivate more livable communities."

University Park Mayor Olin Lane Jr.



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